City Railway Company's Petition Rejected, and Its Rails Must Be Moved Within Sixty Days-Other Work of a Busy Session.

The Street Committee held an adjourned eeting yesterday afternoon to dispose of the matter of how the car-tracks on Broad street shall be laid, and for other business. There were present Messrs, Allen (chairman), Blanks, Burton, Ferriter, King, Mann, McDowell, and Page, City-Attorney Meredith and City-Engineer Cut-

shaw were also in attendance. In opening the proceedings the chairman called attention to the fact that Mr. Pizzini and Mr. Meredith, representing the City Railroad Company, were absent, and asked if it was the pleasure of the committee to proceed to consider the question of privileges applied for by that corporation in the absence of the two gentlemen. It was decided that the main question should be deferred until

all routine business had been transacted. The Hollywood Cemtery matter was referred to the Water Committee and City

ferred to the Water Committee and City Engineer, and a number of alley improvements were ordered.

A letter was read from Mr. Goodwin, who had contracted to grade and pave certain alleys, promising that the work should be promptly executed. Colonel Cutshaw stated that the work was already one month overdue. The chairman stated that he had seen the men working in the aley that morning, and the matter was rested.

Application was made to extend the Application was made to extend the alley between Franklin and Grace streets and Shafer and Harrison streets. It was stated that the money would be advanced by the property-owners until such times as funds should be available. The application was rejected. The extension of a tweet on First street was recommended to the Council. Letters were read from various persons asking that alleys should be paved, and offering to bear their quota of the extense. These were tabled.

he paved, and offering to hear their doctof the expense. These were tabled.

The petition of the Richmond wheelmen,
praying for a bicycle-track on Broad
street, was read, and it was referred to
the City Engineer, with instructions to
estimate cost and decide upon a location. Other applications for paving, grading, nd curbing were referred to the City

GAVE UP THE CONTRACT.

Exception was taken by the firm of Hankins & Mosby to the terms of a contract lately awarded to them. Mr. Mosby stated for the benefit of the committee, that no time-limit had been mentioned in that no time-limit had been mentioned in the bid, and that the price quoted for the work was for brick alone, and not for brick and sand. The firm select to be released from the contract, and this was done. A motion was made and carried to give the contract to the next lowest bidder, the time to be arranged to suit the City Engineer. Mr. Minter was the next bidder, and consented to accept the contract.

The application for tranchise from the Telephone Company was referred Council without any action being

The Southern Bell Telephone Company, having made application to the City Engineer for more poles and wire, to be erected in an outlying district, an objection was mooted that the franchise of the present company expired in about a month, and it would be preferable to wah. The application was granted.

The City Engineer was authorized to contract with the traction company for the dirt they are now excavating on the new tracks, for 5 and 10 cents a yard, to fill out the city dumps.

THE BROAD-STREET LINE.

The representatives of the City Railroad Company were still absent at this point, and, after much discussion, it was determined that the matter should be proceeded with. The petition of the City Railway Company and the motion of Mr. King, of Jefferson Ward, were then taken up. The petition asked that the City Railway Company be given the right of way from Eighth street to Laurel; that in lieu of using the Richmond, Fresericks burg and Potomac track, as at present, the company be permitted to build its track and operate cars by electricity on Fighth of the Richmond, Fresericks of Richmond, Fredericksburg and Potomac track, as at present, the company be granted permission to use electricity on Fighth.

To the Exposition on Wheels.

P. J. Smith and Alexander, Brunes of THE BROAD-STREET LINE.

Broad street; that the company be granted permission to use electricity on Eighth street from Broad to Main, and on Ninth street from Main to Broad, and on its Hollywood extension. It was decided that the pelition should be reported adversely to the Council.

Mr. King offered the following:

"That, whereas, the locations of the tracks of the Richmond Traction Company and the Richmond City Railway Company have been furnished by the City Engineer under the instructions of the Committee on Sirects, with maps showing the locations of their respective tracks b locations of their respective tracks Brond street from Lauret to Ninth rects: be it "Resolved, That each of the said com-

panies shall conform to said locations, and that the said Richmond City Rail-way Company shall, as far as may be necessary to so conform, shift its tracks.

necessary to so conform, shift its tracks, beginning thirty days after the approval of this resolution, and continue with due difference until completion, and be of a manner of construction similar to its present construction. Similar to its present construction. Resolved, 2. That should the said company fail to have its said tracks shifted within sixty days from the time these resolutions are approved by the Mayor, it shall be liable to a fine of not less than \$50 nor more than \$50, each day's failure to be a separate offence."

The motion was recommended to the Council, Mr. Blanks casting the only dissenting vote.

MUST BE PUT IN ORDER. MUST BE PUT IN ORDER.

It was moved and seconded that the City Attorney be asked to enforce the ordinance compelling the City Eailway Company to put their tracks on the Seventeenth-street and Clay-street liner in order, in accordance with a notification previously sent to them; but, as a substitute, it was moved and adopted that the representatives of the company be summoned to attend the next meeting of the committee, and explain the reason of the delay in complying with the notice of the committee delivered through the City Engineer.

the City Engineer.

The meeting then adjourned until Wednesday, November 27th, instead of November 28th, the regular day, on account of the latter day being Thanksgiving-

A NATIVE OF RICHMOND.

Death of Mrs. Negus, Who Was Well Known Here as a Girl.

The Red Oak (lowa) Ledger of a few days ago says:

"Last Monday occurred the death of Mrs. Martha Eleanor Negus at the home of her daughter, Mrs. Thomas Griffith,

Mrs. Martha Eleanor Negus at the home of her daughter, Mrs. Thomas Griffith, on east Coolbaugh street, after a protracted lilness. Her remains were taken to her former home in Fairfield for burial. Regarding her funeral and life's history the Fairfield Journal of Thursday contained the following:

"Mrs. Negus, who comes of an old Virginia family, was born in Richmond and was married there in 1844, and immediately after their mariage Judge Negus and his bride came to Fairfield, which city they continued to make their home, until about four years after the Judge's death, which occurred May 4, 1877. Three children survive her-viz. Lyman Smith Negus, an only son, Mary C. A. wife of Thomas Griffith, of Red Oak, Ia., and S. Elia, wife of Isaac Bryson, of Los Angeles, Cal.

"Mrs. Negus and her husband were long identified with the Episcopal church, the Judge having been chosen a member of the first vestry of St. Peter's in this city March 24, 1866.

"Mr and Mrs. Thomas Griffith and daughter, and L. S. Negus arrived with the remains on Tuesday evening. The funeral occurred at 1920 o'clock Wednesday morning from the McElhiany re-

sidence. Rev. E. T. Fitch, of the Episcopal church, assisted by Rev. C. S. McElhtnny, conducted the services, and her body was laid beside that of her late hueband, Hon. Charles Negus, in Evergreen Cemetery."

The deceased is well remembered here as the daughter of the late John Hill Smith. Dr. E. H. Smith and Mr. Charles Maurice Smith are her brothers, and her only sister is Mrs. Gravatt, the mother of Rev. Dr. Gravatt, of the Church of the Holy Trinity.

DEATH OF MR. C. N. WILLIAMS.

This Popular Printer Passed Away at His Home Snuday Morning. Mr. Cyrus N. Williams, who for many years conducted a job-printing office on south Tenth street, in this city, died Sun day morning at 9:20 o'clock at his resi-No. 607 north Ninth street, and his funeral took place therefrom yester-

day at 2:30 o'clock. Mr. Williams was a native of Boston,

Mr. Williams was a native of Boston, Mass., where he was born sixty-eight years ago. He removed to Staunton before the war, and married there. He served in the Confederate army, part of the time acting as secret agent of the Confederate Government, a duty which sometimes carried him within the Union lines. A few years after the war he removed to Richmond, and for the past lifteen years had, with his sons, been engaged in the printing business. Though engaged in the printing business. Though in low health for several weeks, he had only been confined to his room one week

ed leaves a widow and nine children-Messrs, C. E. and T. W. Wil-liams, of Baltimore, Md.; Henry S. Wil-liams, of Ealtimore; Rufus C. and R. H., of this city; Mrs. W. M. Cole, and Cora Williams. Lena, Gracie, and Cora Williams,

of this city.

The interment was in the family section in Oakwood Cemetery. The pall-bearers were: Messrs, J. Beil Bigger, J. B. Lacy, B. Alsop, Ois H. Russell, and delegations from the benevolent Orders of Chosen Friends and Royal Society of Good Fellows, of which deceased was a member. Mr. Williams was a member, of St. Lowes Enjacon. was a member. Mr. Williams was a consistent member of St. James Episcopal church, and Rev. Dr. J. K. Mason, the rector, conducted the burial services.

FOR SHOOTING MR. CALDER.

A Negro Sent On for This Offence-Other Police Court Cases.

Thomas Cokey alias Thomas Copeland (colored) was charged in the Police Court yesterday with shooting Humphrey Calder on June 17th. Mr. Calder produced a watch in court that had received quite severe damage from the bullet, and it was evident had it not been for the bullet hitting his watch there would have been serious results. Cokey was also charged with shooting with intent to kill Robert Boyd. In the first case he was sent on to the grand jury. The second was continued till the 28th.

TRIBUTE TO PRESIDENT WALTERS.

The passenger equipment of the road consists of ten conches, and the freight

tinued till the 28th.
Frank Buli and John Weich were fined \$2.50 each for being drunk and disorderly and trespassing on the premises of Mrs.
W. H. Tyler.
Henry Broaddus (colored) was fined \$1 for assaulting and beating the son of

William Chambers, William Leach, and George Lewis (all colored) were required to give security in the sum of \$100 for thirty days for being suspicious cha-

with assaulting and heating Hattle Wil-liams. The case was dismissed.

The case of Dunlop Jackson, the col-ored porter at Everett Waddey's, who was arrested Saturday, charsed with stealing articles from that firm, was con-tinued until the 19th.

Richmond: W. G. Neal and wife to Mar-garet A. Payne, 30 feet on St. Paul street southeast corner Couits, \$850. Sands & Jackson, special commission-ers, to Patrick Cummings, 35 feet on east

the Harlem Wheelmen's Club, New York, are at Murphy's Hotel. They are making a trip to the Atlanta exposition on their wheels. In the past six days they cov-ered \$2 miles, encountering unfavorable

RAILROAD MEETINGS.

ANNUAL SESSION OF PETERSBURG AND R. & P. STOCKHOLDERS.

Reports of the Respective Officers Showing the Conditions of the Roads-Old Officers Re-Elected-Tribute to Mr. Walters-Dividends.

The stockholders of the Petersburg and those of the Richmond and Petersburg Railroad companies both met in annual session yesterday, and subsequent to the meetings of the directors of both organizations declared a 31-2 per cent. dividend. The Petersburg company's stockholders

ssembled at It o'clock in the treasurer's office, at the Union Depot, and Colonel Richard L. Maury presided. Mr. Warren G. Elliott was re-elected president; Mr. Walters, vice-president, and the old directors-Messrs, Elliott and Walters, D. W. Lassiter, B. F. Newcomer, Fred. R. Scott, and Waldo Newcomer-were also

scott, and Waldo Newcomer were re-elected.

The reports of the various officers show the road to be in an excellent condition. The president's report, in which is incorporated those of the treasurer and auditor, shows the recept's for the past year to have been \$12,585.16; while the operating expenses, together with the taxes paid, were only \$25,545.99, thus leaving a net balance of \$187,435.17, to which is added \$2,500, received from rent and interest. The road has now 16 engines in good condition; 4 passenger-coaches, 3 baggage-cars, and \$24 freight-cars.

RICHMOND AND PETERSBURG. As soon as the Petersburg company adjourned, the stockholder of the Richmond and Petersburg company met. Hon. R. B. Munford presided, Major Fred. R. Scott was re-elected president; Mr. H. Walters was re-elected vice-president, and Messrs. B. F. Newcomer, H. Walters, D. W. Lassiter, W. G. Elliott, and Michael Jenkins were re-elected as directors.

President Scott, in his report.

a net surplus of \$77.428.50. The gross receipts were \$77.927.28; operating expenses, \$251.562; net receipts, \$123.361.28; rents and interest received. \$4.92.48; net revenue, \$128.305.86; interest on funded debt, \$25.750; dividends, \$55.90.

The surplus was expended chiefly in the purchase and cancellation of \$15.50 of the old first-mortgage bonds, at a premium of \$5.28. The operating expremium of \$3,284. The operating ex-penses include about \$40,000 expended for betterments, details of which are given in the general manager's repor', which is made a part of the president's.

equipment of ninety-six cars.

Both Presidents Eillett and Scott in
their reports speak of the loss the roads
sustained in the death of Mr. W. T. Walters, and the following eulogium, offered
by Major Scott, was adopted by both meetings

stockholders of this company death has removed Mr. W. T. Walters, vice-president of the Atlantic-Coast Line, and so many men of capital and railroad ex-perience gave up hope of seeing railroad property in the South even self-sustain-ing, and abandoned large investments. ing, and abandoned large investments,
Mr. Walters gathered up the scattered
and disjointed links of roads, and, with
the courage of his belief, spent his
money freely in reconstructing and rebuilding connections until he had the
satisfaction of seeing his work result
in the most complete system of railroads
in the country.

the country. He administered the affairs of the "He administered the administration of the companies that he controlled by strict and held adherence to business principles; but withal was most kind and generous o all who gave faithful and loyal service of the various properties in the system. "The excellent business methods he introduced have so unified the management of the several roads that increased effi-ciency and economy have marked the hisof the companies for the last quar-

tory of the companies for the last quar-ter of a century.

"The least we can do is to record in our proceedings the high personal esteem in which we held him, and the loss we have suffered in his death."

Amount previously subscribed...\$12,091 55 Greer Baughman 25,09 William Ellinger



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NOVEMBER 17, 1895.

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9:00 A. M., Arrives Petersburg 9:31 A. M.,
Norfolk 11:25 A. M. Stops only
at Petersburg, Waverly, and
Suffolk, Va.

9:05 A. M., Arrives Petersburg 9:50 A. B.,
Weldon 11:48 A. M., Fayetteville 4:20 P. M., Charleston
11:23 P. M., Savannah 1:19 A.
M., Jacksonville 7:50 A. M.
Connects at Wilson with No.
67, Arriving Goldsboro 3:35 P.
M., Wilmington 5:15 P. M.
Pullman Sleeper New York 10
Jacksonville.

2:55 P. M., Local, arrives Petersburg 2:42 P. M. Makes all stops. 5:20 P. M., Arrives Petersburg 6:19 P. M., Norfolk 8:50 P. M., Makes all

J. B. KENLY. Traffic Manager.
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SCHEDULE IN EFFECT SUNDAY, 6, 1893. No. 403. No. 23. Daily. Daily. 112:23 A. M. | 9:05 A. M. 1:05 A. M. | 9:02 A. M.

No. ix Mail and daily.

For tickets, Pullman reservations, etc.,

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7 00 A. M. Daily, for Washington a points North. Stops at Early local stations. Pollina

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tops at Elba, Ashland, Dosell, Mifford, Fredericksburg,

rooke, and Widewater, Parro-Car; also, connects with

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ARRIVE BYRD-STREET STATION. 8.40 A. M. Daily. Stops at Widewater, Brooke, Fredericksburg, Mil-ford, Doswell, and Ashland and other stations Sundays Sleeper, New York to Rich-mond.

Sleeper, New York to Richmond.

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4:50 P. M. Leaves Hyd-Street Station.

ASHLAND TRAINS.

(Daily, except Sinday).

6:42 A. M. Leaves Elba.

6:40 A. M. Arriyes Elba.

6:40 A. M. Arrives Elba. 6:50 P. M. Arrives Elba. C. A. TAYLOR, Traffic Manager, E. T. D. MYERS, President. se 29

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LEAVE RICHMOND.

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STATION

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LEAVE RICHMOND, BYRD-STREET STATION. 939 A. M. Dany-Richmond as VESTIBLLS LIAM rive Norfolk Ras A only at Petersburg, and Suffolk, S. tickets not accepted

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